

Jackson, MS, 40 in Meridian and 30 in Clarksdale.

The Yazoo Fair and Civic League began as an effort to provide black Yazooans with a public place to hold community events during a time when they had nowhere else to go. Today, the Yazoo Fair & Civic League continues to provide a public facility for all of the community to enjoy, and the organization has expanded its mission to provide affordable housing to many residents. The association also manages the historic Oakes African American Cultural Center, which was home to the legendary Oakes Family in Yazoo City for over a century. A.J. Oakes, III deeded the home to the Yazoo Fair & Civic League in 1990, and the home has become a museum highlighting and celebrating local black history.

Mr. Speaker, I ask my colleagues to join me in recognizing the Yazoo Fair & Civic League for its dedication to serving others and giving back to the community.

PERSONAL EXPLANATION

HON. BILL HUIZENGA

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 15, 2015

Mr. HUIZENGA of Michigan. Mr. Speaker, I rise today regarding a missed vote due to a funeral on Tuesday, April 14, 2015. Had I been present for roll call vote number 149, H. Res. 189, the combined rule providing for consideration of H.R. 650—Preserving Access to Manufactured Housing Act and H.R. 685—Mortgage Choice Act, I would have voted “yea.”

CELEBRATING THE GRAND OPENING OF THE PADRE DAM ADVANCED WATER PURIFICATION DEMONSTRATION PILOT PLANT

HON. DUNCAN HUNTER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 15, 2015

Mr. HUNTER. Mr. Speaker, I rise today to recognize an exciting event that took place in my district this past week on April 10, 2015, by the Padre Dam Municipal Water District. The Grand Opening of the Padre Dam Advanced Water Purification Demonstration Pilot Plant in Santee, California is an important and critical step in the overall effort by San Diego County to become more water independent as a region and maintain the very best in our water management practices.

We all know that California is currently in the midst of a severe multi-year drought, but ensuring our communities can rely on being provided with clean and healthy water has been the mission of Padre Dam for many decades. In fact, on this same day in 1962, founding General Manager of Padre Dam Ray Stoyer wrote to President Kennedy complimenting him on his commitment to the science of water management innovation and requesting his assistance in a groundbreaking water reclamation study and project at Padre Dam. President Kennedy supported the District's reclamation efforts and today the appropriately named Ray Stoyer Water Recycling Facility

treats and recycles more than two million gallons of water per day. Over the years, these efforts have been recognized by the California Water Environment Association, which awarded this facility its “California Plant of the Year” designation in 2005, as well as naming it “San Diego Plant of the Year” multiple times in 1977, 1978, 1981, 2000, 2003, 2005, 2007, and 2010.

I am pleased to see that this proud tradition is being carried on with Padre Dam's most recent effort in its Advanced Water Purification Demonstration Pilot Plant. Funded through a \$3 million state grant, this innovative project will test the feasibility of creating a new source of approximately 2,000 to 3,000 acre feet of purified water for East San Diego County. If successful, this project has the potential to provide up to 20% of our current drinking water demand via a locally-controlled, independent, drought-proof and environmentally sound water supply, thereby reducing our dependency on outside sources of imported water.

California's current drought conditions, coupled with San Diego's historical reliance on imported water, mandate that we pursue every alternative that will lead to the San Diego region expanding its resource portfolio and utilize an “all the above” approach to water management. This includes traditional efforts such as conservation and reservoir and aquifer storage, as well as taking advantage of new technologies and science in the areas of desalination and reclamation projects like the one developed by Padre Dam which we are today recognizing.

My colleagues, I ask that you join me in congratulating Padre Dam Municipal Water District for its forward-thinking vision and willingness to pursue new ideas on an old, but important, problem. Everyone at the District, from leadership to all members of staff, is making a direct positive impact in our community and I am confident that your investment will prove to be valuable in helping us reach both our short and long-term water management goals.

INTRODUCING THE CRUDE-BY-RAIL SAFETY ACT

HON. JIM McDERMOTT

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 15, 2015

Mr. McDERMOTT. Mr. Speaker, I rise today to introduce legislation to increase the safety of transporting crude oil by rail. Explosive growth in crude-by-rail transport in recent months has led to increased rail traffic and an unprecedented rise in rail accidents—sometimes with fatal results. This issue has affected communities across the nation and cemented the need to increase safety standards and accountability. Four derailments in the US and Canada in under a month earlier this year underscored the urgency of action to curb the risks of transporting volatile crude oil.

The Crude-By-Rail Safety Act addresses a number of shortcomings in our approach to transporting volatile crude oil near and through many American towns and cities. It includes provisions to lower oil volatility, prohibits use of unsafe DOT-111 tank cars, strengthens tank car standards, improves oil spill response

readiness, and increases fines for violating volatility standards and hazmat transport standards. It also requires disclosure of train movements through communities as well as the implementation of a confidential close-call reporting system to further increase the safety of transporting crude oil by rail.

Last summer, a derailment in my district in Seattle exposed the vulnerabilities in our current standards, and how easily we risk exposing our communities to danger from oily spills or fiery explosions. We risk too much—our urban centers, our clean waterways, our natural environment, our robust transportation network, our pocketbooks—in sitting back and waiting for an accident to wreak havoc on our communities. We must continue to fight for stronger standards and accountability, and this bill offers a comprehensive approach toward tackling this urgent threat. I urge my colleagues to support this legislation. Thank you.

HONORING THE DOOLITTLE RAIDERS

HON. J. FRENCH HILL

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 15, 2015

Mr. HILL. Mr. Speaker, following the December 7, 1941, attack of the U.S. Pacific Fleet at Pearl Harbor on Oahu, President Roosevelt sought and received from Congress authorization to declare war on Japan. In January 1942, Lieutenant Colonel James H. “Jimmy” Doolittle was selected to lead a top-secret retaliation attack on Japan. With just three weeks of special “short field takeoff” training, Doolittle's men set sail toward Japan aboard the USS *Hornet*.

On April 18, 1942, the *Hornet* was sighted by a Japanese ship and the Doolittle Raiders, as they would come to be known, set off on their mission—twelve hours early and some 150 miles from their planned launch position. Within one hour, these 80 volunteers, aboard 16 B-25 bombers, took off in the first U.S. air raid on Japan in World War II. The air raid resulted in the bombing of multiple military and industrial targets in Tokyo and other Japanese cities. Their mission a success, the crews headed for their rendezvous point in China.

Flying on fumes and facing poor weather, one plane diverted to Russia, and the fifteen others were forced to crash land. With the aid of Chinese civilians, most of these brave men reached safety, but not all of our famous flyers made it home. Three of the raiders were killed in action; and, of the eight that were captured, three were executed and one died in captivity. Their sacrifice and the success of this mission served as an essential boost to American morale, and the exploits of the Doolittle Raiders marked a critical turning point in the war in the Pacific.

Following their daring drama over Japan, the Doolittle Raiders spread out across the nation and globe. Some continued in the military, enjoying long careers into retirement. Others gave their lives in later service to their country, while still others rejoined civilian life as doctors, teachers, businessmen—serving their communities in every capacity.

Earlier this year, we lost two of the surviving Raiders, LTC Edward Saylor, and LTC Robert Hite. LTC Hite was one of the brave souls